

SBY 16. (New) Actuation device for a motor vehicle, including a pedal stand that can be mounted on the vehicle and has articulated to it a base member that is swivelling about a first axis and fixable by means of an adjustment device, comprising:

a housing for a hydraulic or electromechanic generator that points into a vehicle interior in opposition to a direction of actuation,

a pedal lever which is pivoted at the base member and includes two legs wherein foot pressure is applicable to the first leg, and wherein the second leg acts on the generator.

17. (New) Actuation device as claimed in claim 16, wherein the pedal lever is provided as a torque-transmission or torque deviation means which deviates a force that does not act in the direction of actuation on the actuation device into an actuating force in the actuation direction, and in that a swivelling movement of the pedal lever is brought about with the torque-transmission or torque deviation means.

18. (New) Actuation device as claimed in claim 16, wherein the pedal lever is provided as a torque-transmission or torque deviation means, and in that the lever due to the swivelling movement initiates a brake actuation independent of the driver in the case of a vehicle deformation.

19. (New) Actuation device as claimed in claim 16, wherein a foot actuation part is arranged at the first leg of the pedal lever, and in that provided at the second leg is a point of articulation at which an actuating member for the generator can be secured, and in that the second lever arm includes a baffle head which, in the event of a vehicle deformation due to an accident, comes into a force-transmitting contact with a component part that enters into the passenger compartment in opposition to the direction of actuation earlier than the first lever arm does.

20. (New) Actuation device as claimed in claim 16, wherein the legs are diametrically opposed.

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21. (New) Actuation device as claimed claim 16, wherein the adjustment device includes a threaded spindle-and-nut arrangement which permits a determinable swivelling movement of the base member in relation to the pedal stand that is securable to a vehicle so that the position of the pedal lever in relation to the generator is maintained.

22. (New) Actuation device as claimed claim 16, wherein an electric motor is provided as a drive for the adjustment device and is connected to a control unit by means of a bus link, especially by using the CAN protocol, and in that associated with the control unit is a memory module unit for storing adjustment positions of several adjustment devices.

23. (New) Actuation device as claimed in claim 22, wherein the control unit and the memory module unit for the adjustment device is a part of a control unit for an electronically controlled vehicle brake system.

24. (New) Actuation device for a motor vehicle, comprising:  
a pedal stand mounted on the vehicle,  
a swivelling base member joined to the pedal stand by way of bearing means,  
an adjustment device spaced from the pedal stand and the base member, wherein the articulation of the base member at the pedal stand can be released so that the base member along with at least one pedal lever articulated thereon is mounted at the pedal stand so as to be swivelling about another axis.

25. (New) Actuation device as claimed in claim 24, wherein the other axis is defined by a point of articulation of the adjustment device at the base member or by a point of articulation of the adjustment device at the pedal stand.

26. (New) Actuation device as claimed in claim 24, wherein the bearing means for the first axis is adapted to be released due to a displacement of the base member in relation to the pedal stand, or vice versa.

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27. (New) Actuation device as claimed in claim 24, wherein the bearing means includes a claw that is partly open and provided at the pedal stand for a bearing axis provided at the base member so that the articulation can be released due to a relative displacement between the base member and the pedal stand.

28. (New) Actuation device as claimed in claim 24, wherein the bearing means includes a claw that is partly open and provided at the base member for a bearing axis provided at the pedal stand so that the articulation can be released due to a relative displacement between the base member and the pedal stand.

29. (New) Actuation device as claimed in claim 24, wherein a torque transmission or torque deviation means is provided which deviates a force, that does not act in the direction of actuation on the actuation device, in the actuation direction B and transmits it to the pedal stand or to the base member so that the articulation of the base member at the pedal stand can be released due to a relative displacement.

30. (New) Actuation device as claimed in claim 24, wherein an adjustment device is provided wherein the adjustment device includes a threaded spindle-and-nut arrangement which permits a determinable swivelling movement of the base member in relation to the pedal stand that is securable to a vehicle so that the position of the pedal lever in relation to the generator is maintained.

31. (New) Actuation device as claimed in claim 24, wherein an adjustment device is provided wherein an electric motor is provided as a drive for the adjustment device and is connected to a control unit by means of a bus link, especially by using the CAN protocol, and in that associated with the control unit is a memory module unit for storing adjustment positions of several adjustment devices.

32. (New) Actuation device as claimed in claim 31, wherein an adjustment device is provided wherein the control unit and the memory module unit for the adjustment device is a part of a control unit for an electronically controlled vehicle brake system.

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